# INVENTORY

The first step in the preparation of the airport Master Plan for Seligman Airport is the collection of information relating to both the airport and the area it serves. Information pertaining to existing airport facilities, regional airspace, and air traffic control is gathered, along with pertinent background information regarding the airport and surrounding region.

The data collected and presented in this chapter will be used in subsequent analyses in this study. This includes material relating to the airfield's role in county, state, and national aviation systems, as well as the area's socioeconomic profile. The information outlined in this chapter serves as the foundation, or starting point, for all subsequent chapters.

This information was gathered through on-site investigations of the airport and interviews with county airport staff, airport users, representatives of various county, state, and federal entities, and regional economic development agencies. Additional information was obtained from documents provided by Yavapai County, the Arizona Department of Transportation, Aeronautics Division (ADOT) and the Federal Aviation Administration (FAA).

AIRPORT SETTING

The Town of Seligman is located at the junction of Historic Route 66 and Interstate 40, nearly equidistant from Flagstaff to the east (74 miles), Kingman to the west (69 miles), and Prescott to the south (75 miles). The Town of Seligman was founded in 1886 in support of the railroad and was later named for two brothers who provided funding for the railroad. The Town is also considered the genesis point of Route 66.
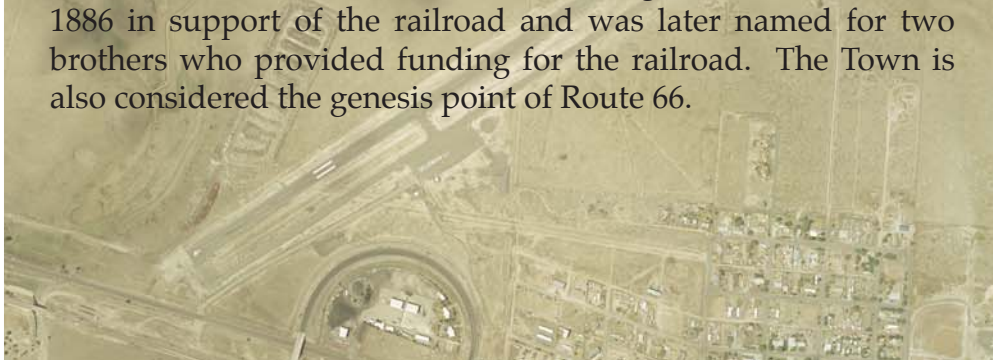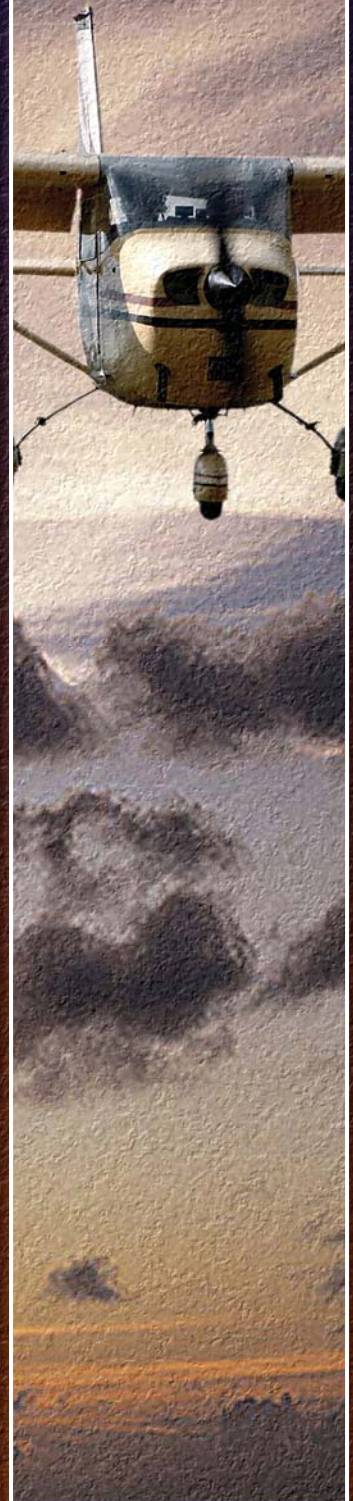
As shown on **Exhibit 1A**, Seligman Airport is located in the northwestern portion of Yavapai County, immediately west of the Town of Seligman. The airport lies immediately north of Historic Route 66. Seligman is afforded regional access from both Historic Route 66 and an interchange with Interstate 40. Located in the elevated area of northwestern Arizona, the airport is situated on 140 acres of land at an elevation of 5,237 feet above mean sea level (MSL).

CLIMATE

Weather conditions play an important role in the operational capabilities and capital development of an airport. Temperature is an important factor in determining runway length require-ments for aircraft. Wind speed and direction determine operational flow characteristics. The percentage of time visibility is impaired due to cloud coverage is a major influence in determining the need for instrument approach aids.

The number of good flying days and nights in northwestern Arizona makes Seligman an ideal location for aviation. The area records 270 days with clear or partly cloudy skies. Winds are generally moderate, with periods of strong winds that are from the northeast or southwest.

July is the hottest month with an average daily maximum temperature of 91 degrees Fahrenheit and average daily minimum of 55 degrees Fahrenheit. The coolest month is January with an average daily

maximum temperature of 51 degrees Fahrenheit and average daily minimum of 21 degrees Fahrenheit. The average annual total precipitation is 11.45 inches, with August being the wettest month averaging 2.06 inches per year. **Table 1A** presents historical monthly averages for the Seligman area.

THE AIRPORT'S SYSTEM ROLE

Airport planning exists at several levels, from local and regional, to state and national. Each level has its own emphasis and purpose. This airport master plan serves as the primary local airport planning document.

The federal planning document is the FAA's *National Plan of Integrated Airport Systems* (NPIAS). The NPIAS includes 3,364 of the 5,314 airports open to the public. There are 1,950 airports open to the public that are not included in the NPIAS. Approximately 1,000 publicly owned, public-use airports are not included because they do not meet the minimum entry criteria of 10 based aircraft, are within 20 miles of a NPIAS airport, or are located at inadequate sites and cannot be expanded and improved to provide safe and efficient airport facilities. The FAA usually recommends replacement of inadequate airports. The remaining airports are privately owned, public-use airports that are not included because they are located at inadequate sites, are redundant to publicly owned airports, or have too little activity to qualify for inclusion. In addition, almost 14,000 civil landing areas that are not open to the general public are not included in

SELIGMAN AIRPORT

Forest Service Rd.

BIG CHINO WASH

Seligman Landfill Rd.

66

Willow St.

Indian Ave

Beech St.

BUS I-40

Howington Blvd

Ford St.

AT & SF Railroad

BUS I-40

40

66

HISTORIC ROUTE 66

Seligman Cemetary Rd.

BUS I-40

Colorado City

Page

Kayenta

160

89

Tuba City

191

180

93

SELIGMAN

Bullhead City

64

Flagstaff

40

Kingman

40

Cottonwood

Holbrook

93

Prescott

69

17

89

Payson

Show Low

Wickenburg

60

60

191

Peoria

Glendale

Scottsdale

PHOENIX

10

Buckeye

95

Chandler

70

85

79

8

191

Eloy

10

San Manuel

Yuma

77

191

Ajo

10

Tucson

191

Sierra Vista

19

80

ARIZONA

NORTH

NOT TO SCALE

SELIGMAN AIRPORT

Exhibit 1A
VICINITY MAP

the NPIAS. The airports that are not included in the NPIAS have an average of one based aircraft, compared to 32 based aircraft at the average NPIAS general aviation airport. *Seligman Airport is not currently included in the NPIAS.*

TABLE 1A Weather Summary			
	Average Temperature (ºF)		
Month	Daily Maximum	Daily Minimum	Average Total Precipitation (inches)
January	51.1	21.2	0.95
February	55.1	24.0	0.96
March	61.2	26.9	1.00
April	69.1	32.0	0.52
May	77.7	38.7	0.35
June	87.5	46.2	0.34
July	91.1	55.0	1.79
August	88.4	54.0	2.06
September	83.8	46.8	1.11
October	73.7	36.5	0.74
November	62.0	26.9	0.69
December	52.5	21.6	0.92
Year	**71.1**	**35.8**	**11.45**
Source: Arizona Department of Commerce, Community Profile; Period of Record, 1904-2002			

At the state level, Seligman Airport is included in the *2000 Arizona State Aviation Needs Study* (SANS) as a public-use general aviation airport. The purpose of the SANS is to ensure that Arizona has an adequate and efficient airport system that will serve its aviation needs for many years to come.

The most recently updated airport master plan for Seligman Airport (May 1993) proposed several improvements at the airport to accommodate increased traffic. Several projects were identified within the proposed capital improvement program that have either been implemented or are scheduled for implementation. This study will update the findings of the previous plan.

AIRPORT MANAGEMENT

Seligman Airport is owned by Yavapai County. The airport is directly managed by the County's Public Works department. The airport manager of record is the Director of Public Works. An airfield inspection is done Monday through Thursday, a County Public Works maintenance employee.

AIRPORT HISTORY

Yavapai County has operated Seligman Airport since the early 1960s. The County originally leased the land from the Bouquillas Cattle Company and the State of Arizona; however, purchased the property outright in 1985. The airport provided only a dirt strip and no other facilities. From its inception until recently, the only capital improvement made at the airport was the construction of a helipad in the late 1970s. In the last few years, Yavapai County has, with the aid of State funding assistance, paved the runway and parallel taxiway, constructed a paved aircraft apron, installed an airfield lighting system, built an access road and parking lot, and constructed security perimeter fencing. **Table 1B** presents historical grant information for the airport.

TABLE 1B Historical Improvements and Grants Received Seligman Airport			
Fiscal Year	**Project Description**	**State Grant**	**Local Match**
1968	Land acquisition; site preparation; construction	$80,225	$51,313
1976	Construct heliport	$21,511	$21,511
1977	Construct heliport (continuation of previous year's grant project)	$20,150	$20,150
1978	Airport Master Plan	$19,967	$1,667
1979	Unknown	$72,000	$8,000
1992	Airport Master Plan Update	$43,000	$4,300
1995	Environmental Assessment Study; engineering/design	$100,000	$5,000
1998	Land Acquisition, drainage and avigation easements	$152,633	$8,033
1998	Grade, drain & surface runway, taxiway and apron	$1,400,664	$71,351
2000	Construct terminal building and install lighting and security fencing	$1,008,000	$53,053
2002	Master Plan Update	$71,250	$3,750
Total		$2,989,400	$248,128
Source: Yavapai County records			

AIR TRAFFIC ACTIVITY

At general aviation airports, the number of based aircraft and total annual operations (takeoffs and landings) are the main indicators of aviation activity. These indicators are then used in subsequent analyses later in the master plan process, for projecting future aviation activity, as well as for determining future facility requirements.

Based aircraft and annual operation data was obtained from the FAA *Form 5010* annual inspection worksheet. According to the Form 5010, Seligman Airport has four based single engine aircraft and experiences an estimated 1,100 total operations. Actual activity is likely different from the estimates. It should be noted, however, that discussions with county staff indicate that the airport has only one based aircraft that is stored on the owner's personal property adjacent the airport. The airfield is accessed from this property via a dirt road and access gate.

AIRPORT FACILITIES

This section describes the existing facilities at the Seligman Airport. Airport facilities can be categorized into two broad categories: airside and landside. The airside category includes those facilities directly associated with aircraft operations. The landside category includes those facilities necessary to provide the transition from surface to air transportation and support facilities necessary for the safe operation of the airport.

AIRSIDE FACILITIES

Airside facilities typify those needed for the safe and efficient movement of aircraft, including runways, taxiways, airport lighting, and navigational aids. In most cases, airside facilities dictate the types and levels of aviation activity capable of operating at an airport.

An aerial view of the airside facilities at the airport is shown on **Exhibit 1B**.

Table 1C summarizes key airside facility data for the airport.

Runway

Seligman Airport is served by a single asphalt runway, Runway 4-22, which is, as the magnetic headings indicate, oriented northeast to southwest. The runway measures 4,800 feet in length by 75 feet in width. The FAA *Form 5010* (last inspection date 3/12/1998) reports the runway surface as being in good condition. Although not published, county officials indicate that the runway has an estimated strength rating of 12,500 pounds single wheel loading (SWL).

Runway 4-22 does not currently conform to FAA's Runway Safety Area (RSA) standards. Analysis in the following chapters will discuss this issue further.

Taxiways

Taxiways facilitate aircraft movement between the runway and the aircraft parking or storage areas. The runway is supported by a full-length parallel taxiway which is located 240 feet east of the runway centerline. The parallel taxiway also provides three entrance/exit accesses with Runway 4-22, at each end of the runway and near midfield.

Navigational Aids

Navigational aids (navaids) are electronic devices that transmit radio

frequencies which provide properly equipped aircraft and pilots with in-flight point-to-point guidance and position data. Located on or near an airport, navigational aids can be classified as either enroute or terminal area navigational aids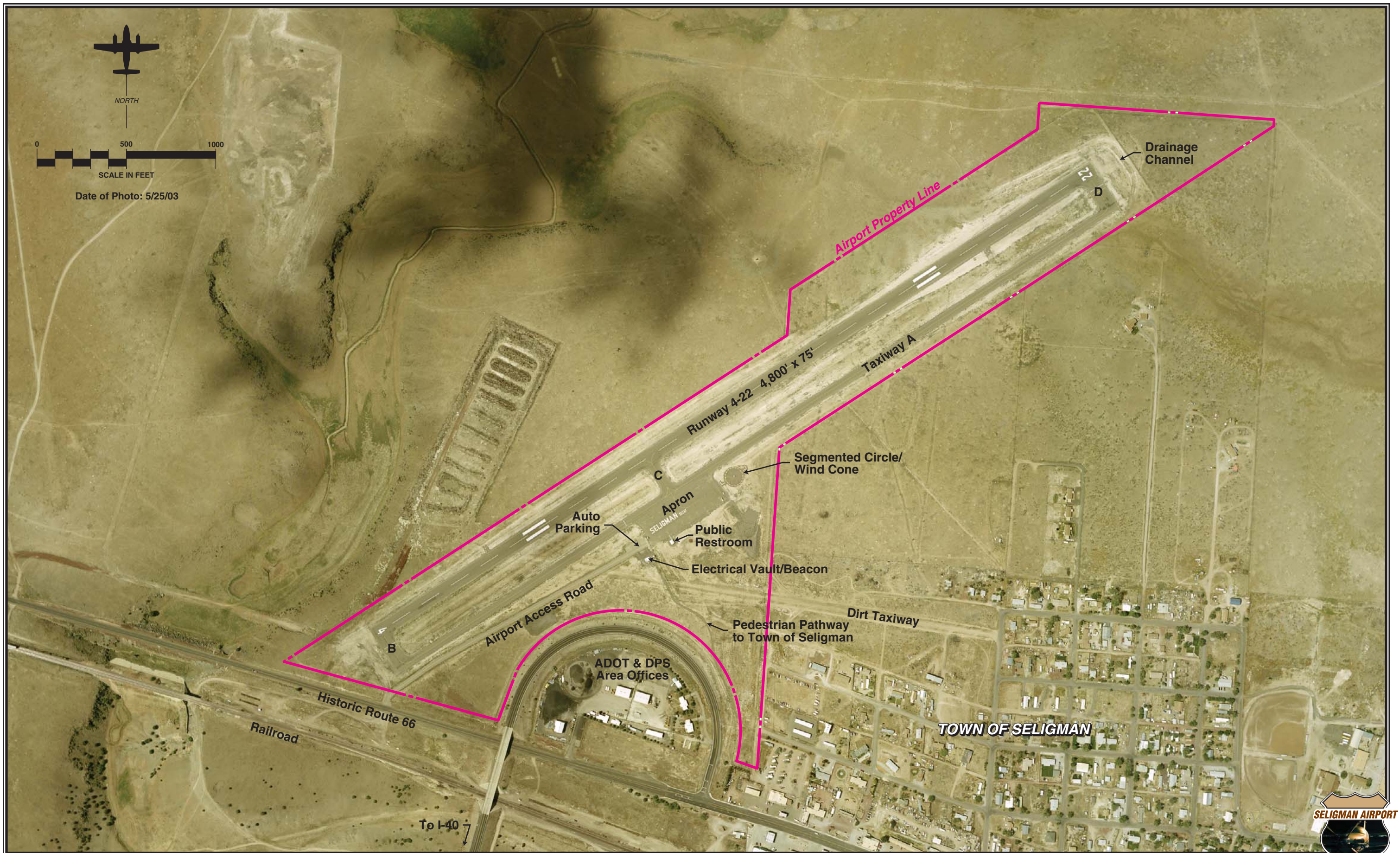. Four types of enroute electronic navigational aids typically available are the very high frequency omnidirectional range (VOR) facility, the very high frequency omnidirectional range and tactical air navigation (VORTAC) facility, the nondirectional radio beacon (NDB), and the global positioning system (GPS).

TABLE 1C Airside Facilities Data Seligman Airport	
	Runway 4-22
Runway Length (feet)	4,799
Runway Width (feet)	75
Runway Surface Material	Asphalt
Surface Treatment	None
Runway Load Bearing Strength (lbs.) Single Wheel Loading (SWL)	12,500
Runway Markings	Basic
Runway Lighting	MIRL
Taxiway Lighting	MITL
Approach Lighting	REIL PAPI-2L
Visual Aids	Rotating Beacon Lighted Wind Cone Segmented Circle
Navigational Aids	Peach Springs VORTAC
MIRL-Medium Intensity Runway Lighting MITL-Medium Intensity Taxiway Lighting REIL-Runway End Identification Lights PAPI-Precision Approach Path Indicator	
Sources: FAA Form 5010 (September 2003)	

The most common navaid is the VOR, which transmits azimuth readings via radio signals at every degree, thus providing 360 individual navigational courses. Often, the VOR is combined with distance measuring equipment (DME) which provides both distance and directional information to pilots. The VORTAC is a VOR combined with the military air navigational aid (TACAN), which provides distance-measuring information, similar to the

NORTH

SCALE IN FEET
0   500   1000

Date of Photo: 5/25/03

02MP20-1B-1/2/04

Drainage Channel

Airport Property Line

22

D

Runway 4-22 4,800' x 75'

Taxiway A

Segmented Circle/ Wind Cone

C

Apron

SELIGMAN

Auto Parking

Public Restroom

Electrical Vault/Beacon

B

4

Airport Access Road

Dirt Taxiway

Pedestrian Pathway to Town of Seligman

ADOT & DPS Area Offices

Historic Route 66

Railroad

TOWN OF SELIGMAN

To I-40

SELIGMAN AIRPORT

Exhibit 1B
EXISTING FACILITIES

DME. The VORTAC measures distance from the facility to an aircraft in nautical miles. The Peach Springs VORTAC is the only enroute navaid in the region, located 15 miles east of the airport.

The NDB transmits nondirectional radio signals whereby pilots of properly equipped aircraft can determine the bearing to or from the NDB facility and then "home" or track to or from the station. Although Seligman Airport does not have an NDB on-field, there are several available within the area, as indicated in **Table 1D**.

GPS is an enroute and approach navigational system initially developed by the United States Department of Defense for military navigation around the world. Over the last several years, GPS has been utilized more in civilian aircraft. GPS uses satellites in a fixed orbit to transmit electronic signals. Properly equipped aircraft can intercept the signals to determine altitude, speed, and navigational information. GPS provides similar precision and safety factors offered by the older, ground-based systems, yet can be instituted and maintained at a far lower overall cost.

The FAA is proceeding with a program to replace traditional enroute navigational aids with GPS over a twenty-year time period. Based on *The Federal Radionavigation Plan* (FRP) developed in 1996, the FAA had originally planned to begin phasing out traditional ground-based, enroute navigational aids beginning in 2005, with GPS becoming the sole means of navigation by 2010. The FAA schedule had called for phase-out of established navigational aids including Loran-C by the year 2005, and VORs between 2005 and 2010. According to the 1999 FRP, the FAA now plans to maintain a backup network of ground systems, well beyond 2010, for pilots flying under very low visibility conditions (Category II and Category III). The new FAA plan delays the final phase-out of the older conventional navigational systems to 2020.

**Airfield Lighting
And Pavement Markings**

Airfield lighting and pavement markings are essential elements to efficient and safe aircraft operations at an airport. Lighting aids extend airport use into periods of darkness and/or poor visibility, while pavement markings assist in aircraft ground movement. The lighting systems and pavement markings existing at Seligman Airport are described in the following sections.

Identification Lighting: The location and presence of an airport at night is universally indicated by the rotating airport beacon. The rotating beacon at Seligman Airport is located atop the electrical vault adjacent to the aircraft parking apron. This beacon is equipped with an optical system that alternately projects two beams of light, one green and one white, 180 degrees apart, indicating a lighted land airport.

Runway and Taxiway Lighting: Runway 4-22 is equipped with medium intensity runway lighting (MIRL). The MIRL is a system of runway edge (white) lights which define the lateral

limits (width) of the runway for nighttime operation and during periods of low visibility. These lights are essential to safe operations through these periods. Similarly, the blue taxiway edge lights define the outer limits of aircraft taxiways. Seligman Airport has medium intensity taxiway lighting (MITL).

Runway end identification lights (REILs) are provided at both ends of the runway. REILs provide positive and rapid identification of the approach end of the runway, and are typically used where approach lighting is unavailable. The REIL system consists of two synchronized flashing lights that face approaching aircraft.

Visual Approach Lighting: Two-light precision approach path indicators (PAPI-2) are available for both Runways 4 and 22. The PAPI-4 consists of a system of lights which, when interpreted by the pilot, give him or her an indication of being above, below, or on the designed descent path to the runway. The glide slopes of these PAPIs at Seligman Airport are set at three degrees for both runway ends.

Other Lighting: Three lighted wind cones and a segmented circle are provided. One wind cone is located near each runway end, while the third wind cone and segmented circle are located just northeast of the aircraft apron, near midfield. Pilots use the wind cone to verify surface wind direction and approximate speed prior to takeoffs and landings. The segmented circle provides traffic pattern directions.

Pavement Markings: Pavement markings, both on the runways and taxiways, assist in aircraft movement at the airport. The basic markings on Runway 4-22 indicate the runway centerline, designation number, and aiming points. Taxiway and apron taxilane markings consist of centerline striping and runway holding position markings.

Signage: Installation of runway/ taxiway signage is an essential component of a surface movement guidance control system necessary for the safe and efficient operation of an airport. The lighted signage system installed at the airport includes runway and taxiway designations, holding positions, and runway end/exits.

It should be noted that the airport navigational aids can be controlled in-flight by the pilots, through a series of clicks on their microphones on the common traffic advisory frequency (CTAF). This feature allows lights to be off, conserving electricity for periods when the airport is not being used.

LANDSIDE FACILITIES

Landside facilities are essential to the transition of aircraft from the air to the ground and the accommodation of aircraft, pilots, and passengers once on the airport. Typical landside facilities include terminal buildings/facilities, aircraft parking aprons, aircraft storage hangars, fuel storage/dispensing facilities, auto parking, airport access, firefighting facilities, utilities, fencing,

and other ancillary businesses that may contribute to an airport's support. The landside facilities available at Seligman Airport are also depicted on **Exhibit 1B** and are further described below.

Terminal Facilities

The airport is not served by an airport terminal building. Recently, however, the County has constructed an enclosed public restroom facility located adjacent to the aircraft apron. Also, a public payphone is provided.

Aircraft Parking
Apron and Tie-downs

One paved aircraft parking apron is provided at Seligman Airport. The apron is located southeast of midfield, providing for 16 aircraft parking positions. The asphalt apron provides approximately 9,300 square yards of total space.

Fuel Storage/Dispensing

The airport does not provide fueling services at this time.

Airport Access

As mentioned previously, Seligman Airport is accessed via an airport access road, with immediate access from Historic Route 66 to the south. The airport also lies adjacent an interchange with Interstate 40, which links the area with Flagstaff to the east and Kingman to the west.

An electric access gate has been installed to protect against unauthorized access after hours. The gate, which can be opened by key code, segregates the aircraft parking apron and the automobile parking lot. There are manual gates installed in the perimeter fence. The entry gates are opened electronically.

Auto Parking

The airport is supported by one public parking area. The terminal parking lot is located just west of the aircraft parking apron at the end of the airport terminal roadway. The parking lot provides 15 automobile parking spaces.

Airport Emergency Response

Seligman Airport does not have a dedicated full-time aircraft rescue and firefighting facility (ARFF). Fire suppression and extinction services for the area are provided by the Town of Seligman from a station located approximately one mile east.

Perimeter Fencing

The perimeter fencing at the airport consists of an eight-foot chain link fence with a two-foot barbed wire top extension surrounding most of the property. The fence runs the perimeter of the airport property, and has warning signs posted at select locations to alert would-be trespassers.

Utilities

The availability of utilities at an airport is an important factor in determining future airport development. The utility providers to Seligman Airport follow:

- **Water**: Water is supplied to the newly constructed public restroom facility by a two-inch water service line. Water services are provided by Cherry Creek Water Company (private).

- **Sanitary Sewer**: The airport is not supported with sanitary sewer services. The Town of Seligman has a small system which is not planned to be extended to the airport. The airport's public restroom is served by a septic system.

- **Electrical**: The airport is supported by an electrical vault. Electricity is provided to the airport by Arizona Public Service.

- **Telephone**: The airport provides a public pay telephone operated by Pacific Communications. Telephone services are provided to the area by Sprint.

- **Natural Gas**: There are no natural gas services provided to the airport, although natural gas lines are located near the airport.

LOCAL OPERATING PROCEDURES

Flights in and out of Seligman Airport may be conducted under visual flight rules (VFR). VFR conditions exist when flight visibility is three miles or greater and cloud ceilings are a minimum of 1,000 feet above ground level (AGL).

INSTRUMENT APPROACH PROCEDURES

When the visibility and cloud ceilings deteriorate to a point where visual flight can no longer be conducted, aircraft must follow published instrument approach procedures to locate and land at the airport. Instrument approach procedures are a series of predetermined maneuvers established by the FAA, using electronic navigational aids that assist pilots in locating an airport during low visibility and cloud ceiling conditions.

Currently, the airport is not supported by an instrument approach procedure, thus, flights during instrument flight rules (IFR) are not approved at Seligman Airport. The airport is closed during IFR weather conditions.

VFR ARRIVAL PROCEDURES

Seligman Airport uses the left-hand (standard) traffic pattern for Runway 4 and the right-hand (nonstandard) traffic pattern for Runway 22. The traffic patterns keep fixed-wing aircraft to the northwest of the airport away from the Town of Seligman. Arriving aircraft can broadcast their intentions on CTAF (122.9 Megahertz) for entry into the airport traffic pattern environment. Traffic pattern altitude (TPA) is 6,035 feet MSL, or approximately 800 feet above the airport elevation.

LOCAL AIRSPACE AND AIR TRAFFIC CONTROL

The FAA Act of 1958 established the FAA as the responsible agency for control and use of navigable airspace within the United States. The FAA has instituted the National Airspace System (NAS) to protect persons and property on the ground and to build a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS is defined as the common network of U.S. airspace, including air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations, and procedures; technical information; personnel and material. Those systems shared jointly with the military are included.

AIRSPACE STRUCTURE

The U.S. airspace structure provides for two basic categories of airspace, controlled and uncontrolled, and identifies them as Classes A, B, C, D, E, and G. **Exhibit 1C** depicts generalized airspace classifications.

Class A airspace is controlled airspace and includes all airspace from 18,000 feet MSL to Flight Level 600 (approximately 60,000 feet MSL). Class B airspace is controlled airspace surrounding high activity commercial service airports (i.e., Phoenix Sky Harbor International Airport). Class C airspace is controlled airspace surrounding lower activity commercial service and some military airports.

Class D airspace is controlled airspace surrounding airports with an airport traffic control tower (i.e., Ernest A. Love Field in Prescott). All aircraft operating within Classes A, B, C, and D airspace must be in contact with the air traffic control facility responsible for the particular airspace.

Class E airspace is controlled airspace that encompasses all instrument approach procedures and low altitude federal airways. Only aircraft conducting instrument flights are required to be in contact with air traffic control when operating in Class E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio communication with air traffic control facilities, visual flight can only be conducted if visual flight rule (VFR) minimums are met or exceeded and cloud ceilings exist. Class G is uncontrolled airspace that is not Class A, B, C, D, or E controlled airspace. In general, within the United States, Class G airspace extends up to 14,500 feet above MSL. At and above this altitude, all airspace is within Class E airspace, excluding the airspace less than 1,500 feet above the terrain and certain special use airspace areas.

Seligman Airport lies in Class G airspace under Class E airspace. The Class E airspace in the vicinity of the airport begins 1,200 feet above ground level (AGL). Thus, all airspace up to 1,200 feet AGL is uncontrolled. Above 1,200 feet, aircraft operate under rules and restrictions of Class E airspace.

SPECIAL USE AIRSPACE

Aircraft normally travel between airports on airways. These airways are marked on aeronautical charts with enroute navigational aids that assist pilots in controlling their aircraft along these routes. There are two airway systems: **Victor Airways** and **Jet Airways**. Victor Airways is a system of federal airways, established by the FAA, which utilize VOR navigational facilities. These airways are corridors of airspace eight miles wide that extrude upward from 1,200 feet MSL to 18,000 feet MSL and extend between VOR navigational facilities. The Jet Airway System is layered above the Victor Airway System, beginning at 18,000 feet MSL and extending upward to 45,000 feet MSL.

The airway system influencing the area includes Victor Airways V291, V208-210, V562, and V105, which crisscross the area defined by four VOR facilities: Peach Springs VORTAC to the northwest; Grand Canyon VOR/DME to the northeast; Flagstaff VOR/DME to the east; and Prescott VORTAC to the southeast. A military training route (IR-250) begins approximately one mile south of the airport, extending south.
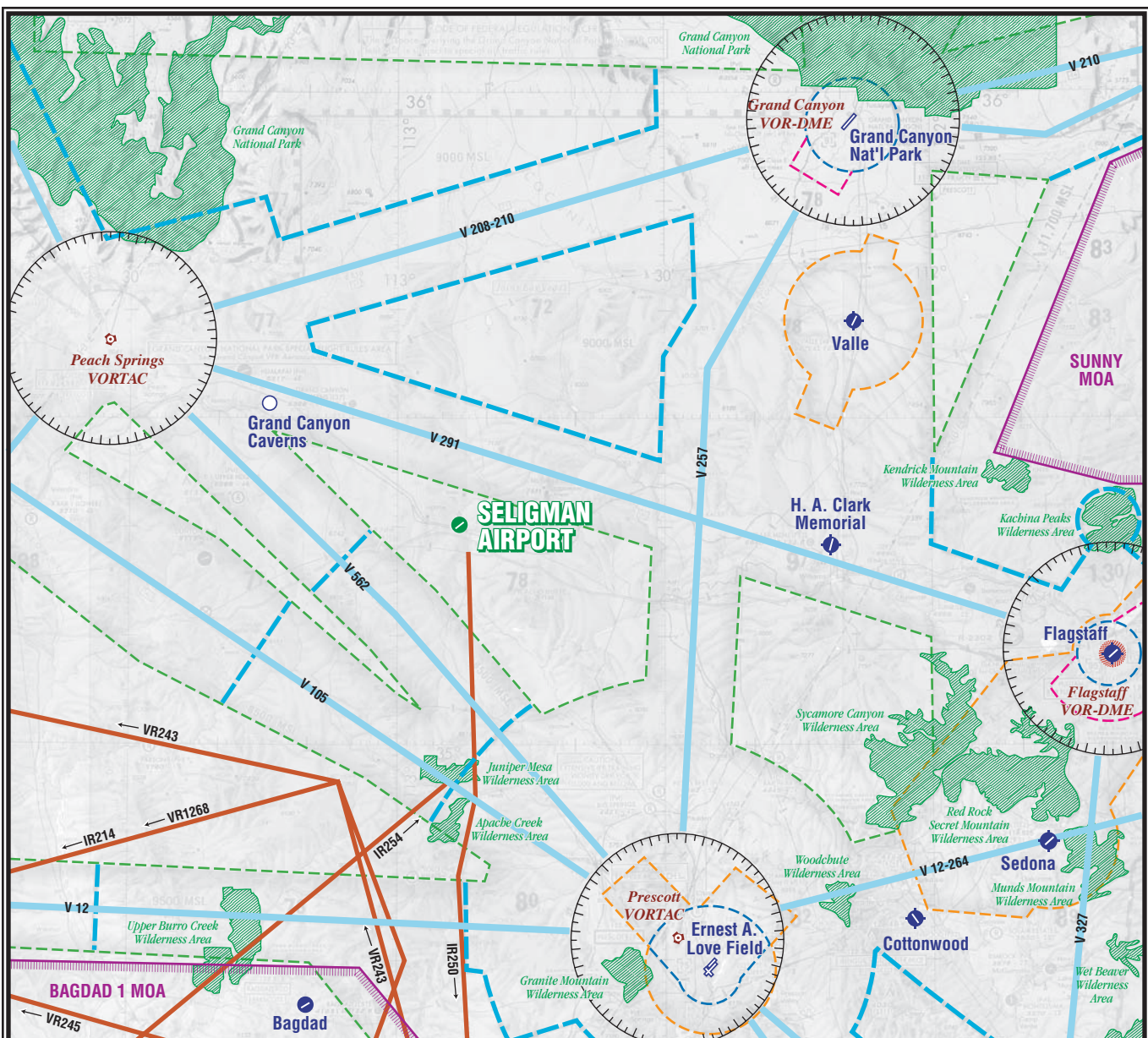
There is a military operations area (MOA) located approximately 50 nautical miles northeast of Seligman Airport. The sectional chart indicates that there is high performance military jet activity at 12,000 feet MSL, advised by notice to airmen (NOTAM) within 24 hours of planned activity.

AREA AIRPORTS

Within approximately 50 nautical miles of Seligman Airport are five public-use airports. Only Ernest A. Love Field Airport in Prescott is tower-controlled. The non-towered public-use airports are Grand Canyon Caverns Airport, H. A. Clark Memorial Field Airport, Valle Airport, and Bagdad Airport. A brief description of each airport follows.

Grand Canyon Caverns Airport (L37) is located approximately 21 nautical miles (nm) west northwest of Seligman Airport in Peach Springs. L37 is served by a single gravel runway (5-23) measuring 5,100 feet in length by 45 feet in width. Grand Canyon Caverns Airport does not provide fueling services, however, aircraft parking and restrooms are provided. There are no reported based aircraft at the airport, and operations (takeoffs or landings) are estimated at 58 per week (approximately 3,000 per year).

H. A. Clark Memorial Field Airport (P32) is located approximately 34 nm east of Seligman Airport in Williams. The airport is served by a single asphalt runway. Runway 18-36 is 5,992 feet by 100 feet. H.A. Clark Memorial Field Airport offers a number of aviation services, including fuel, flight training, aircraft rental, and aircraft maintenance. The latest FAA *Form 5010, Airport Master Record*, for the airport reports 15 based aircraft at the airport, with estimated operations totaling 4,000 annually.

02MP20-1C-11/24/03

Grand Canyon National Park

Grand Canyon National Park

V 210

Grand Canyon VOR-DME

Grand Canyon Nat'l Park

9000 MSL

V 208-210

113°

72

Valle

SUNNY MOA

Peach Springs VORTAC

9000 MSL

V 291

Grand Canyon Caverns

Kendrick Mountain Wilderness Area

Kachina Peaks Wilderness Area

H. A. Clark Memorial

V 257

SELIGMAN AIRPORT

78

V 562

Flagstaff

V 105

Flagstaff VOR-DME

VR243

Sycamore Canyon Wilderness Area

Juniper Mesa Wilderness Area

VR1268

Red Rock Secret Mountain Wilderness Area

Apache Creek Wilderness Area

IR214

IR254

Sedona

80

Woodchute Wilderness Area

V 12-264

Munds Mountain Wilderness Area

V 327

Prescott VORTAC

V 12

VR243

IR250

Upper Burro Creek Wilderness Area

Ernest A. Love Field

Cottonwood

9500 MSL

Wet Beaver Wilderness Area

BAGDAD 1 MOA

Granite Mountain Wilderness Area

VR245

Bagdad

LEGEND

○ Airport with other than hard-surfaced runways

⊕ Airport with hard-surfaced runways 1,500' to 8,069' in length

Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'

⬡ VORTAC

◉ Non-Directional Radiobeacon (NDB)

⊤⊤⊤⊤ Compass Rose

▥▥▥▥ Military Operations Area (MOA)

▨ Wilderness Areas

── Military Training Routes

── Victor Airways

- - - Class D Airspace

- - - Class E Airspace

- - - Class E Airspace with floor 700' above surface

- - - Class E Airspace with floor 1200' or greater above surface that abuts Class G Airspace

- - - Differentiates Floors of Class E Airspace greater than 700' above surface
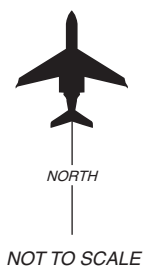
NORTH

NOT TO SCALE

Source: Phoenix Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, October 30, 2003

SELIGMAN AIRPORT

Exhibit 1C
AREA AIRSPACE

Valle Airport (40G) is located at Grand Canyon, Arizona approximately 41 nm east-northeast of Seligman Airport. Valle Airport is served by a single runway (1-19) which is 4,199 feet by 45 feet wide. The runway, constructed of asphalt, is served by three nonprecision instrument approaches. Valle Airport offers both Avgas and Jet A fuel. The most recent FAA *Form 5010, Airport Master Record*, for the airport reports five based aircraft, and estimated operations of less than 500 annually.

Bagdad Airport (E51) is located approximately 47 nm south-southwest of Seligman Airport. Yavapai County also owns and maintains this airport. Bagdad Airport is served by a single runway, 5-23, which is 4,575 feet by 60 feet and strength-rated at 4,000 SWL. The runway is constructed of asphalt. No aviation services are provided at the airport. The latest FAA *Form 5010* for E51 reports 14 based aircraft at the airport, with estimated operations totaling approximately 14,000 annually.

Ernest A. Love Field Airport (KPRC) is located approximately 47 nm south-southeast in Prescott. KPRC is served by two parallel runways and a crosswind runway. Primary Runway 3R-21L measures 7,550 feet by 150 feet and is strength-rated at 63,000 pounds SWL. Runway 21L is served by an instrument landing system (ILS) approach supported by a medium intensity approach light system with runway alignment lights (MALSR). Parallel Runway 3L-31R is 4,846 feet long by 60 feet wide. Crosswind Runway 12-30 is 4,408 feet long by 75 feet wide and is served by a nonprecision approach to Runway 12.

All three runways are constructed of asphalt and have medium intensity runway lighting. KPRC offers fuel, flight training (Embry-Riddle Aeronautical University is on the field), aircraft rental, aircraft maintenance, a restaurant, and pilot services. The latest FAA *Form 5010* reports 335 based aircraft (including four jets) at the airport, with operations surpassing 300,000 annually.

It should be noted that within the 50-mile radius are located 13 privately-owned closed-to-the-public airports. These facilities typically support ranching operations or local landowners who own their own aircraft.

AIR TRAFFIC CONTROL

The Seligman Airport is not served by an airport traffic control tower (ATCT). UNICOM/CTAF is utilized for airport traffic advisory. For flight planning information, weather briefing, and notices to airmen information, the Prescott Flight Service Station (FSS) can be contacted by telephone at 1-800-wx-brief. Enroute air traffic control services are provided by the Los Angeles Center, the Air Route Traffic Control Center (ARTCC).

Emergency Services

Seligman Airport is not served by an on-site, aircraft rescue and firefighting (ARFF) facility. As a general aviation airport not utilized by commercial airlines (either passenger or cargo), the airport is not required by the FAA or ADOT to perform this service. The airport should, however, have available

nearby firefighting services provided by the locality in which it resides. Emergency fire and rescue services are provided to the Seligman Airport by the Seligman Volunteer Fire Department with a station less than two miles northeast of the airport in the Town of Seligman.

Police and public safety is provided to the airport and area by the Yavapai County Sheriff's office and Arizona Department of Public Safety. There is no major medical center/hospital in the Town of Seligman. The nearest hospitals are located in Prescott (approximately 59 miles southeast), Cottonwood (approximately 73 miles south/southeast), Kingman (approximately 75 miles southwest), and Flagstaff (approximately 80 miles east).

Environmental Conditions

There is no current storm water pollution and prevention plan (SWPPP), procedures in place for hazardous waste spills, or a documented drainage plan for Seligman Airport. The airport was designed and is maintained to have a minimal impact to receiving watercourses. There is a watercourse with a drainage area of approximately one square mile that enters the airport property at the southeast corner. The County is considering re-routing this watercourse through the property to allow for improved FAA design criteria. A SWPPP, drainage plan, and hazardous waste procedures plan would be developed for this project and the re-routed watercourse would be designed and constructed to minimize sediment transport.

Airport Height and Hazzard Zoning

The County has not enacted a height and hazzard zoning ordinance for Seligman Airport. Moreover, the Airport does not have a Disclosure Map filed with the Arizona Real Estate Department which typically identifies/establishes an Airport Influence Area. Enacting an ordinance or filing an Airport Influence Area map is common for airports near residential areas.

COMMUNITY AND REGIONAL PROFILE

Seligman was originally developed in response to the western railroad construction, but is most well known for being located on Route 66, an identity that the community strongly embraces to this day. One of the main railroad routes to and from the west coast still passes through the town. The primary economic activities are service (e.g., hotels, restaurants, memorabilia sales, etc.), mining, and ranching. Over the years, there has been minimal municipal development in the town proper. The town is served by a small sanitary sewer system maintained by the County, a private water company to service the community, and local school system. The town is supported by a volunteer fire department.

Attempts to develop the area have been restricted by the difficulty in obtaining potable water, usually only accomplished by drilling very deep wells. Two other similar communities in the area, Ash Fork and Williams, also Route 66/railroad towns, have had a similar experience.

Many of Arizona's scenic attractions are readily accessible from Seligman. The Grand Canyon is only a two-hour drive. The Grand Canyon Caverns are located west of town, and the Prescott, Kaibab, and Coconino National Forests are all within a short drive of Seligman.

SOCIOECONOMIC CHARACTERISTICS

POPULATION

The size and structure of the surrounding communities, and the airport's service area are crucial factors when considering the planning of future airport facilities. These elements provide a more comprehensive understanding of the economic base required to determine future airport requirements. Historical population statistics for Yavapai County, including the population for specific municipalities/communities in the county are presented in **Table 1D**.

As reflected in the table, the population of Yavapai County has grown steadily for the period 1970 through estimated 2002, increasing from 37,680 in 1970 to 180,260 in 2002 - an impressive average annual growth rate of 5.01 percent. As presented, population nearly doubled between 1970 and 1980; however, the total resident growth between 1990 and 2000 nearly matched the total growth experienced over the previous two decades.

TABLE 1D Historical Socioeconomic Factors						
	1970	1980	1990	2000	2002*	Average Annual Change
Yavapai County						
Population	37,680	68,145	107,714	167,517	180,260	5.01%
Employment	12,550	24,820	42,570	71,980	74,791	5.74%
PCPI**	$13,192	$16,097	$17,853	$18,973	$19,461	1.22%
Population in Major Cities/Communities in Yavapai County						
Ash Fork			550	457	470	-1.27%
Bagdad			1,858	1,578	1,698	-0.75%
Camp Verde			6,243	9,451	9,940	3.95%
Chino Valley			4,837	7,835	8,205	4.50%
Clarkdale			2,144	3,422	3,570	4.34%
Cottonwood			5,918	9,179	10,020	4.49%
Jerome			403	329	330	-1.65%
Prescott			26,592	33,938	36,375	2.64%
Prescott Valley			8,858	23,535	26,115	9.43%
Sedona			7,720	10,192	10,540	2.63%
Seligman			680	456	469	-3.05%
Verde Village			7,000	10,610	11,417	4.16%
Source: Historical population from U.S. Census data and Arizona Department of Economic Security; all other information from Woods & Poole, CEDDS 2003. * Estimated: Population and employment by Arizona Department of Economic Security (Based on County growth rate); while employment and PCPI from CEDDS 2003. ** (1996$) Note: Population statistics for cities/communities for 1970 and 1980 not available.						

The table also presents historical population for cities and communities in Yavapai County over the last 12 years. The fastest growing community is Prescott Valley, increasing at an average annual rate of 9.43 between 1990 and 2002. This growth is impressive, as resident population nearly tripled. Other areas experiencing strong growth include Chino Valley, Clarkdale, Cottonwood, and Verde Village; all experiencing greater than four percent average annual resident population increases.

EMPLOYMENT

Table 1D also summarizes employment totals for Yavapai County since 1970. As presented in the table, employment growth has been strong, increasing by 5.74 percent on an average annual basis between 1970 and 2002. In fact, total employment growth for the county has slightly outpaced population increases over the period.

The majority of jobs in the Town of Seligman are those supporting tourism related to Historic Route 66 visitors. Countywide, the three largest employment sectors in 2002 (in ranking order) are services/miscellaneous (15,725), trade (14,400), and government (10,400). It should be noted that Yavapai County has relatively low unemployment. The Arizona Department of Commerce reports unemployment of 3.5 percent in 2002 for Yavapai County.

PER CAPITA PERSONAL INCOME

Table 1D also presents the per capita personal income (PCPI) for Yavapai County between 1970 and 2002. The PCPI figures in the table have been adjusted for inflation according to a 1996 baseline dollar. The adjustment aids in depicting actual change without aid of inflationary causes. As presented, the adjusted PCPI increased from $13,192 in 1970 to $19,461 in 2002, or 1.22 percent on an annual average basis.

EXISTING AREA LAND USES

The Town of Seligman is unincorporated and has not completed a land use plan. Yavapai County has not completed planning for the area at this time. In general, land uses around the airport include the Town and open or ranching areas. The town is located approximately one mile east of the airport and includes residential, commercial and industrial land uses. Also, ADOT has a facility immediately south of the airport. The land to the north, south, and west is open with little or no development. **Exibit 1D** depicts generalize land uses around the airport

SUMMARY

The information discussed in this chapter provides a foundation from

Seligman Land Use Zoning

LEGEND

- Existing Airport Property line
- County Boundary
- Cities & Towns
- State Hwy

- Paved Maintained
- Unpaved Maintained
- Other Non-Maintained Roads
- Parcels

Zoning
- R1L
- RMM
- R1
- RCU
- R2
- RS
- P1
- C1
- C2
- C3
- PM
- M1
- M2
- PAD
- PUD
- RCD
- OS

N
W E
S

0   400   800

1 in. = 800 ft.

Septe NORTH

NOT TO SCALE

Yavapai County assumes no responsibility for errors, omissions, and/or inaccuracies in this mapping product.

SELIGMAN AIRPORT

Exhibit 1D
LAND USE ZONING
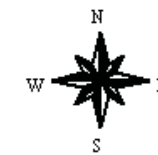
which the remaining elements of the master plan can be prepared. The inventory information on the current facilities at Seligman Airport will be the basis, along with additional analysis and data collection, for developing forecasts of aviation activity and defining future facility requirements. This chapter also provides the proper perspective from which to develop a feasible master plan that serves the needs of Yavapai County and the surrounding region.

DOCUMENT SOURCES

A variety of documents were referenced in the development of this chapter. The following listing reflects a partial compilation of these sources. The listing does not reflect data provided by Yavapai County, nor drawings which may have been referenced for information. An on-site interview and interviews with County personnel contributed to the development of the inventory effort.

Airport/Facility Directory, Southwest U.S., U.S. Department of Commerce, National Oceanic and Atmospheric Administration, October 30, 2003.

Phoenix Sectional Aeronautical Chart, U.S. Department of Commerce, National Oceanic and Atmospheric Administration, 70th Edition, October 30, 2003.

National Plan of Integrated Airport Systems (NPIAS), U.S. Department of Transportation, Federal Aviation Administration, 2001-2005.

1995 Arizona State Aviation Needs Study (SANS), Bucher, Willis & Ratliff, prepared for the Arizona Department of Transportation Aeronautics Division, 2001.

Seligman Airport Master Plan, Coffman Associates, May 1993.

Several Internet sites were also accessed and contributed information to the inventory effort. These include:

Seligman Airport FAA *Form 5010, Airport Master Record*, data
www.airnav.com
www.gcr1.com

Arizona Department of Commerce
http://www.commerce.state.az.us/default.html